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SUNDAY, JUNE 22, 1902.

CIRCULATION DURING MAY.

Charles W. Knapp, General Manager of The St. Louis Republic, being duly sworn, says that the actual number of full and complete copies of the daily and Sunday Republic printed during the month of May, 1902, all in regular editions, was as per schedule below:

Date.	Copies.	Date.	Copies.
1	111,990	17	114,220
2	112,590	18 Sunday	119,340
3	114,940	19	113,430
4 Sunday	118,270	20	113,950
5	111,770	21	115,290
6	111,760	22	114,140
7	112,000	23	114,420
8	111,910	24	115,700
9	112,600	25 Sunday	120,280
10	115,170	26	114,170
11 Sunday	118,310	27	114,090
12	113,510	28	114,610
13	112,500	29	114,140
14	112,500	30	114,580
15	112,740	31	116,720
16	114,810		
Total for the month			3,547,350
Less all copies spoiled in printing, left over or filed			68,110
Net number distributed			3,479,240
Average daily distribution			112,233

And said Charles W. Knapp further says that the number of copies returned and reported unsold during the month of May was 6.89 per cent.

CHAS. W. KNAPP.

Sworn to and subscribed before me this 31st day of May, 1902.

J. F. FARISH.
Notary Public, City of St. Louis, Mo.
My term expires April 26, 1906.

☞The St. Louis carrier force of The Republic delivers more than 54,000 copies every day. This is nearly four times as many as any other morning newspaper delivery in St. Louis and more than twice as many as any morning or evening delivery.

WORLD'S—1904—FAIR.

WILL RECALL SONG AND STORY.

As submitted to and approved by World's Fair Director of Works Taylor, the plans for the reproduction of the Burns Cottage and of Stirling Castle at the St. Louis World's Fair indicate that this exhibit will be one of the most picturesque and attractive features.

So much of Scottish song and story are involved in the associations gathering around grim old Stirling that this famous structure, faithfully duplicated and used for the exhibition of relics, curios, manuscripts and other Scottish souvenirs, cannot but attract the most interested attention.

As for the Burns Cottage itself, an exact copy of the lowly thatched Ayr home of the world's truest lyric poet, every lover of the inspired plowboy will find it perhaps the most satisfying spot in the World's Fair grounds. And these lovers are many, because "Bobby" Burns sang straight to the hearts of all humanity, rather than to the merely select in letters. He was human with a humanness that makes a universal appeal.

The management of the Burns Cottage Association will have an opportunity to achieve one of the most memorable successes of the World's Fair of 1904—not a big, flashy, sensational success, but genuine and lasting in the world's recollection. It is gratifying to perceive indications that this truth is fully realized and being acted upon with vigor and intelligence.

TOO BRASSY IN EVERY WAY.

There is so total a violation of the proprieties in the proposition that the names of the contributors to the Thomas Dunn English monument fund shall be "imperishably preserved on brass sheets in the monument" as to call for wonderment that the Society of American Authors should be guilty of such a piece of indelicacy.

Why, in the name of all that is decent and self-respecting, should so flagrant an attempt at self-advertisement be incorporated in an otherwise commendable movement to honor the memory of an American poet? The proposed monument should be a monument to Thomas Dunn English, not a tribute in imperishable brass to those who paid for the monument.

It is true that imperishable brass would be the most appropriate medium for blazoning the names of egotistical folk, yet an American poet's monument may not be so disfigured without provoking popular protest.

The Society of American Authors may with much benefit to itself abandon the imperishable brass memorial feature of the Thomas Dunn English monument. Let the author of "Ben Bolt" be fittingly honored, by all means. This may best be done however, through the contributions of modest lovers of letters who do not insist that their names shall be "imperishably preserved on brass sheets in the monument."

FOR THE CHILDREN.

Gradually but certainly the philanthropic souls of St. Louis are making pleasant the ways of the boys and girls whose environments are restricted by buildings and streets. Within the next two or three years, there should not be a section of St. Louis where the children will lack a plenty of air, water and other attractions which make summer a time of enjoyment.

Last year, the Turner societies succeeded in procuring a number of swings which were placed in the parks. Any one passing Carr Park could see the pleasure which the juvenile portion of the population in that crowded district derived from the innovation.

This year playgrounds are being established in neighborhoods which have been chiefly noted for their lack of comforts. The first of these is being prepared back of the great Ashley building, one of the largest tenements in the city. The ground is being leveled, covered with clay, shower baths installed and materials for games furnished. The children will be directed in their play by experienced adults who have volunteered for this service of love. Resorts of a similar character will be fixed in other parts of the city.

Harbor Commissioner Whyte has made arrangements for the construction of a floating bath house on the river. This is intended as the beginning of a series of natatoriums which will be placed along the levee, furnishing a healthy recreation for those who are unable to patronize private establishments.

This solicitude for the children is a manifestation of municipal philanthropy of which all those participating can well be proud. The extension of the work is necessary. Any uplifting influence given to the children will bring a reward worthy of the efforts now being expended.

THE LIGHT THAT FAILS.

Professor Triggs of the University of Chicago has just declared in a public address that the average college graduate of to-day is unfit for the practical affairs of life and that the "culture" of a college education is of service only in a state of idleness.

President Schwab of the United States Steel corporation makes a simultaneous declaration to the effect that the college man in the world of practical affairs depends too much on his diploma and that, refusing to start at the bottom and learn a business practically, he is outstripped by those whom he looks down upon because of their lack of a college education.

Following these extremely frank assertions, both men give good advice in the field under discussion. Professor Triggs pleads earnestly for more schools of technology and fewer colleges where the literary course is the principal one. Mr. Schwab urges young men to be thorough in whatever they undertake, to keep working, to be interested in their work, to make themselves practically competent, to learn their business, to think on their own initiative.

There is no occasion to regret the fact that these two men, the one a member of a great college faculty, the other the head of the greatest industrial corporation in the world, are doubtful as to the productive value of the college education of the present day. The educational truth most vividly in evidence now is that the colleges themselves must confess that they do not meet the true educational needs of the times and must set about a more vitalizing system of training. A college training must equip a man for the world of affairs, not for the world of books alone. It must develop the man of action, not the mere passive recipient of second-hand thoughts. The practical things of life, the details of business and government, the higher craftsmanship, are more worthy of being taught than most of the dead material foisted into the minds of students by the general run of colleges.

Instead of feeling regret, the healthful thinker will rejoice that our educational institutions are being prodded into a realization of their true duty and opportunity. The world has too long labored under a misapprehension as to genuine education. The best educated man is not he whose mind is filled fullest with the parrot-rote of text-books, but he who is most fully equipped to step out into the great world and hold his own with men of action and of forceful achievement.

A LEE STATUE IN WASHINGTON.

Charles Francis Adams's advocacy of the erection of a statue of Robert E. Lee in Washington will not by any means impress temperate and thoughtful minds in the North as being ill-advised or as contemplating the rendering of a high honor to an unworthy American.

The distinguished Massachusetts publicist is enabled, happily, to enjoy a clear vision of Lee's figure as that figure will undoubtedly appear to all Americans of a later generation than ours. He sees the greatest Confederate commander as a soldier of the rarest ability, as a patriot of utter sincerity, as an American of a type admirably representative of the best in our national life.

Lee patriotism was of that early American kind that led him to hold his fealty to his State as the first and highest claim. He was opposed to secession. He had splendidly served his flag and country and his soul shrank from the thought of fighting against his flag and country. But when Virginia seceded from the Union, this greatest of her sons in his generation sacrificed his personal convictions and went with his State. No greater sacrifice was made in all that unhappy time.

In the days following the Civil War, the influence of Lee was all-powerful in behalf of the Union. He had been loyal to his State; he was the foremost champion of loyalty to the Union when the arbitrament of war had forever settled the question upon which his State had gone out of the Union. At all times his character was of the loftiest, his Americanism of the sincerest. Americans can well afford to honor this great Virginian whom all the world delights to honor.

NECESSARY TO THE PUBLIC HEALTH.

With three milk inspection bills now pending in the Municipal Assembly there should be no doubt of final action to establish the necessary guarantee of pure milk, which can be offered only by means of skilled analysis of the supply.

The truth of the imperative need of competent milk inspection cannot be too frequently insisted upon while these bills are pending. Proper consideration for the public health demands the establishment of a system which shall prevent the sale of any but wholesome milk.

Especially in the summer is the danger to health most serious if the milk supply of a great city is not effectively safeguarded against impurity. There should be no delay in inaugurating the best modern system of inspection.

The Council and House of Delegates should lose no time in enacting a law providing for milk inspection along the best lines. It is to be presumed that any bill which meets the approval of the Health Department is worthy of favorable action. The local community will hope to see this important matter disposed of very shortly.

STAGE DECADENT THROUGH PROSPERITY.

Mr. Richard Mansfield's recent jeremiad on the decadence of the stage and the decline of the art of acting, while due in some measure to the constitutional pessimism of the speaker, has nevertheless so sound a foundation in fact as to call for genuine regret in minds that love the play.

A lack of sincerity and of proper respect for the art, the destruction to a marked extent of the individuality of actors capable of great things could they attain their healthful growth, the depressing influence of the syndicate system, which is the main cause of the lack of individuality and of the arrested development of certain players, and a commercialized contempt for the literary side of the drama, are responsible for the degraded stage of which Mr. Mansfield complains. Just how these evils are to be eliminated is a problem that must be solved before very long if good acting is not to become a sheer tradition.

The truth must be confessed, also, that too great prosperity, from the monetary standpoint, has been woefully injurious to the stage. Strange as it may seem, the true artist is at his best when life is a struggle and when his high ideals constitute his principal source of happiness. There were better actors and better managers in the days when both were poor and more or less contemned than now, when wealth is theirs, and society's doors are flung wide for their entrance, and titles of distinction are conferred upon them at their prosperous zenith of fame. The reason for this is extremely simple. The artist has no business with anything but the exercise of his supreme gift. His life should be gladly and proudly devoted to this. The fewer advantages he enjoys in other directions, the better for his art.

Of course, this is an old teaching, and now, as always, provokes the laughter of those to whom money and luxurious living stand for the best in life. Yet it is so true that it may be correctly termed the very gospel of art. The stage of to-day is decadent because of too great prosperity. The actors of to-day are decadent because there are so many other things which they hold superior to their art.

MR. CHURCHILL'S WORLD'S FAIR NOVEL.

Mr. Winston Churchill's announced determination of writing a novel of the Louisiana Purchase, the scene to be laid in St. Louis and the characters comprising some of the famous folk of those days, will doubtless be heard with pleasure by the reading public.

The picturesque atmosphere available in such a novel, the spirited action and strong local color, the background of a historical transaction of the first magnitude, must certainly appeal powerfully to a writer of Mr. Churchill's temperament and especial gifts. Judging from his achievement in "The Crisis," the strongest features of which were those of historical action and portraiture, the young St. Louisan should do notable work in the field which he now contemplates entering. It is true that another St. Louisan, Mrs. Sheppard Stevens, has written a most creditable novel of the Louisiana Purchase, entitled "In the Eagle's Talon," the scene being laid in St. Louis, but that is no reason for discouragement on Mr. Churchill's part. The field is rich enough to repay all who have the strength for its proper gleaning.

Such a novel as Mr. Churchill contemplates would, if issued about the time of the World's Fair opening, undoubtedly receive a most appreciative welcome. The World's Fair, celebrating the centennial anniversary of the Louisiana Purchase, itself lends vitality to historical fiction of those days. The interest aroused by the World's Fair must of necessity extend to what may be described as a World's Fair novel. An international interest would thus be almost certain of development, independent of that due to Mr. Churchill's previous high achievement in fiction, and the timeliness of such a publication would constitute an advertising medium of tremendous value.

The reading public will await with keen solicitude the further details of Mr. Churchill's contemplated new novel. That author's thoroughness in the collection and preparation of his material insures a sound and worthy production. In a novel of the Louisiana Purchase he should be able to do work surpassing that now placed to his credit in "The Crisis" and "Richard Carvel."

Your true philosopher in the summer-time is he who, unable to take a holiday from work, yet makes as much of a holiday as is permissible without a neglect of duty. An hour or so of loafing and refreshment of the soul robs a working-day of much of its terrors. Try a summer holiday on the installment plan.

When President Roosevelt comes to St. Louis next September he'll find his favorite "strenuous life" well illustrated in the busy scene out at the World's Fair site. That spot represents the animating center of the making of the New St. Louis.

President Roosevelt's experience with the Congressional "team of wild horses" now promises to call for all the pluck, skill and masterfulness with which his Rough Rider training is believed to have equipped him.

King Edward's sudden chill and weakness along the spinal column was probably caused by a realization of the imminence of Poet Laureate Austin's coronation ode.

RECENT COMMENT.

Where It Might Work Well.

Washington Star.

"I have never let my personal interests influence my official career!" said the conscientious member of Congress.

"Well," said the cold constituent, "I'm a little sorry to hear you say so. I was inclined to hope that you and your colleagues would allow this hot weather to persuade you to get through with business so that you could go home and swing in a hammock."

Infringing on Woman's Franchise.

Baltimore Sun.

It has been reported that the Pennsylvania Railroad Company has ordered its employes at the Jersey City Station "to stop all persons from exchanging kisses upon the arrival and departure of trains in this station." If this report is true, the situation is serious, and we may expect it to grow more so. There is no franchise which women prize more highly than the right to kiss and be kissed. Some women will swim a creek in the coldest weather to kiss a friend.

Two Bequests for Young Men.

The Era.

True to his promise, the venerable poet, Sully Prudhomme, laureate of the Nobel prize, has arranged to award 1,500 francs annually to the needy young poets who can find no vehicle for their verse. This bequest is an almost grotesquely pathetic contrast with the $1,500 Cecil Rhodes sets aside to be used annually to corrupt the youth of this country into British teachings. The 1,500 francs of the poet are the earnings of a long life of the humanizing ministry of the mind; the $1,500 of Rhodes's desecrating bequest are the sum of untold treasons to human nature; "blood money" was never so frankly confessed as in this loathsome bribe to the youth of this republic to take themselves to Oxford, to learn the plausibilities of the piracy the British name civilization.

The King's Kitchen.

London Society.

We hear that his Majesty will design the menu for each of the dinners and luncheons that will be given at the time of the coronation, both at Buckingham Palace and at Windsor. The King is a past master in the creation of dainty dinners, and it is an open secret that the menu of the famous Derby Day banquet, which is being eaten this week for the first time in the new home of the sovereign, was always designed by himself.

The King's own dishes are very few, and comparatively simple, and he prefers a mutton chop to all the ortolans or sweetbreads in the universe. The notion that a large selection of birds is specially cooked in order that he may have a good variety to choose from is purely imaginative. It is true of certain royal epicures in European palaces, but King Edward is an Englishman, and the pleasures of the palate are not for him.

The Two Derby Days of 1902.

New York Tribune.

While the greatest racing day in the New World was free from even the slightest taint of scandal, there has been a great deal of unpleasant talk in England about the amazing defeat of Sceptre in the Epsom Derby. That queenly filly was an overwhelming favorite for the most famous race in the world. She ran wretchedly and was unplaced. Ard Patrick, a colt that she had absolutely romped away from in the Two Thousand Guineas, romped away from her with astounding ease in the Derby. It could not have been the rain or the condition of the course which made Sceptre fail so wofully in the Derby, because in the same week, in heavy rain, in weather similar to that of Derby Day, she cantered over the line in The Oaks the easiest of winners. The greatest turf battle in England in 1902 will always rest under a shadow of suspicion. There was no cloud, not even one no bigger than a man's hand, on America's greatest race.

VARIOUS METHODS OF RAILROAD CONSOLIDATION.

Most Novel Merger Plan Is the Community of Interest, Which Gives Absorbing Road Absolute Control Over Subsidiary Routes—Advantages of an Acquisition by Lease—Object of the Alliances of To-Day Is to Obviate Competition.

WRITTEN FOR THE SUNDAY REPUBLIC.

Public interest in railroad consolidations is aroused at the present time on account of the Northern Securities Company and its troubles. It seems as though the word consolidation could only be used in a figurative way and not within its actual meaning, for while railroads might appear to consolidate, yet the law governing such mergers does not seem to touch them.

The modern railroad combine promoter styles his trust a "securities company," and this amalgamation of property has assumed such proportions as to place all previous consolidations in the shade.

As can be readily realized, the merger of railroads can be effected in various ways, and the object of this article is to make those unacquainted with these transactions more familiar with railroad mergers.

Magnitude of Mergers.

In previous years railroad combines were effected just as frequently as they are at the present time. In fact, all the big systems of to-day operate leased lines, which means that smaller roads are operated under one management. But more of that later. It was not until the beginning of our national prosperity that mergers assumed the proportions that they have attained.

In former years the consolidations of roads operating or owning 2,000 or 3,000 miles of trackage were looked upon with astonishment. Now the promoters consolidate roads of 15,000 or 18,000 miles of line each with just as much ease and certainly with more facility.

But there is a difference. The object of amalgamation at the present is a different one than it was twenty years ago. In the nineties railroads were merged for the purpose of reaching trade centers, or for the purpose of securing business by extension of lines and feeders to strategic points.

They were primarily administered not geographically; each aimed to handle its own traffic and to secure a strong position. These early consolidations also conduced markedly to economy of operation.

Objects of Consolidation.

The object of merger of the present day is essentially different. The country has been well equipped with a network of branch lines and feeders. Most of the strategic points have been reached by a number of roads in common. There is no longer any object in economy of operation to be sought; in fact, the railroads since 1899 have been obliged to divide their lines into independent groups for operation separately in order to obtain a maximum of economy.

The new consolidations are intended expressly to obviate competition, and once rival systems are brought under control, to insure harmonious action.

Take the lines between New York and Chicago. How much competition is there now as compared with ten year ago?

In fact, it has come to such a stage that entire systems have been absorbed to supply one small stretch of line, which became necessary to the absorbing road. This is best illustrated by the fact that the entire Burlington system had to be absorbed by the Northwestern transcontinental lines to secure direct entrance into Chicago; and the Union Pacific acquired control of the Southern Pacific, not for the purpose of acquiring the added mileage, but to secure the Central Pacific, and thus a direct outlet to the Pacific Coast.

This leads to the conclusion that it may be cheaper to buy an entire system for the sake of its terminals than to parallel already existing railroads.

Methods of Merger.

There are four methods of consolidation, which may be briefly designated as follows: First, actual purchase and absolute ownership; second, acquisition by lease; third, stockholding control, and fourth, minority representation in directorates.

The first method at all times involves an expansion in the capitalization of the parent company. This at the same time involves a permanent and fixed charge upon the earnings of the parent company to the same degree. It crystallizes once and for all, apparently, any overcapitalization of the absorbed corporations, thereby tending to prevent any further reduction in the burden imposed upon the shipping public. On the other hand, there is less likelihood that one property can be "bled" for the benefit of another.

Not only in the case of these recent consolidations, but in the railroad policy of the country as a whole, there may be detected a tendency toward the actual consolidation of railroad properties through ownership in fee. This has always been the policy of certain roads, notably the Chicago, property from the first, having built its own lines and held them in fee for itself. The Atchison Railroad has recently voted to purchase in fee a number of subsidiary properties formerly held under a more elastic tenure. The same policy has been adopted on the Erie road.

The fundamental objection to consolidation by purchase is to be found in the hostility of State Legislatures. This has in many States taken the form of actual prohibition of consolidation in any way. In some instances, notably in the case of the Great Northern in Minnesota, it has made it necessary to develop the system by means of lease entirely, rather than by actual purchase. Many cases could be cited, but one more, namely, that in Massachusetts, will suffice. In that State consolidation is viewed with disfavor. For this reason the New York Central had to acquire the Boston and Albany by lease.

Acquisition by Lease.

Acquisition by lease has one marked advantage. The transaction involves no issue of new securities, and consequently no opportunity for an undue increase of capitalization. The rental is fixed as a dividend, which is a matter of public record. Of course, where the leases are made for long periods, as in the case of the West Shore lease to the New York Central for 475 years, such a lease practically amounts to entire consolidation. But where public supervision is enforced, as in the recent lease of the Boston and Albany in Massachusetts, the term is expressly limited, in this last case to ninety-eight years. Such a policy opens the way, consequently, to a readjustment of financial and traffic burdens under the changed conditions which may prevail at the expiration of that term.

As illustrative of the progress of absorption by lease, it appears that in 1880 fifty-three leading railroads owned and operated directly 46,000 miles of line, at the same time leasing 13,000, or about 22 per cent of the total. In January, 1899, these same companies owned 56,000 miles and leased 24,000, or about 27 per cent of their mileage. From this it appears that in general the tendency toward growth by lease has rather exceeded that toward actual consolidation by purchase, at least until very recently.

Purchase of Capital Stock.

The third method is that of control by means of the purchase of capital stock, which is more elastic than either purchase or lease. Among the recent consolidations effected by this means may be instanced the control of the various soft-coal roads by the Pennsylvania Railroad and the acquisition of the Southern Pacific system by the Union Pacific Railroad. Such ownership of the stock or bonds of one railroad by another may accomplish either of two objects; secure corporation control, or serve merely as an investment. In the latter case, such stockholding constitutes a convertible surplus, offering all the inducements for investment or speculation which such ownership implies.

The prosperity of 1892 was characterized by the ownership of one-quarter of all the railroad stock of the country by the railroads themselves. The disrupting tendencies of the period of depression after 1893 tended to lessen this control by means of stockholding and at the same time rendered necessary the sacrifice of many bonds held for investment. In other words, the surplus invested in securities of this kind had to be drawn upon to maintain dividend payments. Since 1898 an appreciable tendency in favor of stockholding rather than investment in bonds has been the rule, and the fiscal year of 1900 witnessed an enormous increase in such investments by railroads in their corporate capacity, the increase over 1899 being no less than $341,000,000.

Minority Representation.

The fourth method is that of minority representation in directorates. Many abuses are obviously possible where the control of one road by another consists in holdings of a bare majority or even smaller proportion of the stock. The laws of many States tend to protect the rights of minority stockholders, but the situation is not entirely satisfactory. Popular hostility to such absorption is evinced, for example, by the bill passed by the Pennsylvania Legislature in 1901, requiring railroad companies owning two-thirds of the capital stock of a connecting line to purchase the latter outright.

Community of Interest.

But the latest, the newest and most novel method is that of community of interest. This method gives the absorbing road absolute control over the subsidiary roads, and still it can apparently not be held under any known law. The absorbed road is perfectly independent, has its own officers, Board of Directors and is operated under its own name, but it is guided by the one hand which rules the securities company, the so-called investment company, which technically does not "want" to manage the road, but which actually does.

However, this method of consolidation is too recent and the troubles of the Northern Securities Company, to which is referred, have been so manifold that it has not time to show its hand. Its objects may vary all the way from the entire elimination of the disturbing element of a rate-cutting road to the maintenance of harmonious railroad policy between a number of rivals.

P. S. KRECKER.

Better Halves and Others.

Once upon a time, early one evening, Mr. Nighthawk called at the house of Mr. Owl, and, meeting Mrs. Owl at the door, inquired if her husband was at home.

"Yes," she answered, "he is in bed yet. He is very tired, for it was long after daylight when he came home this morning, and I do not want to disturb the good man. He says he has been very busy lately, and really hasn't been able to get home until long after his usual time. It is too bad that he should be so overworked."

"Indeed it is," replied Mr. Nighthawk. "I saw him last night, and know just how hard he was working, and he would have worked longer if it hadn't been for his cold feet. Please tell him that I called, and will help him with his work to-night."

"How kind of you," said Mrs. Owl.

Mr. Nighthawk flew away, carrying a broad smile with him, for he knew that Mr. Owl was deceiving his trusting wife.

Moral—In this world the better halves don't know how their other halves live.

She: "You're the last man in the world I would engage myself to."
He: "I hope so."

FROM THE GREAT POETS.

A THING OF BEAUTY.

BY KEATS.

The following lines are the opening ones of "Endymion," published in 1818, when Keats was 22 years old. "Endymion" is the poem which the Blackwood Magazine reviewer assailed so bitterly that the young bard, to drown his grief, indulged in copious potations of claret. When Keats died it was supposed that he had died of a broken heart, caused by the attacks of his literary censors. Consumption was, however, the cause of his death, although he suffered much mental anguish from brutal criticism.

THING of beauty is a joy forever:
Its loveliness increases; it will never
Pass into nothingness; but still will keep
A bower quiet for us, and a sleep
Full of sweet dreams, and health, and quiet breathing
Therefore, on every morrow, are we wreathing
A flowery band to bind us to the earth,
Spite of despondence, of the inhuman dearth
Of noble natures, of the gloomy days,
Of all the unhealthy and o'erdarkened ways
Made for our searching: yes, in spite of all,
Some shape of beauty moves away the pall
From our dark spirits. Such the sun, the moon,
Trees old and young, sprouting a shady boon
For simple sheep; and such are daffodils
With the green world they live in; and clear rills
That for themselves a cooling covert make
'Gainst the hot season; the mid-forest brake,
Rich with a sprinkling of fair musk-rose blooms:
And such, too, is the grandeur of the dooms
We have imagined for the mighty dead;
All lovely tales that we have heard or read:
An endless fountain of immortal drink,
Pouring unto us from the heaven's brink.

STRANGE BUT TRUE TALES OF TOPSYTURVEYDOM.

WRITTEN FOR THE SUNDAY REPUBLIC.

Opposite the harbor of Arica, Peru, but several miles inland, there rests on an even keel in the midst of the tropical forest a large, full-rigged ship.

Visitors to the place are naturally surprised at its position, and almost invariably inquire how it got there. The answer they receive, however, does not help allay their curiosity, but rather excites it to a higher pitch; for the native guides have one set formula applicable to such cases, and this they rattle off merrily, the while a good-natured grin illumines their normally stolid, mahogany-colored countenances: "Señor, she sail here all by herself one day many years ago."

Impossible as this explanation sounds, it is literally true. The name of the vessel in question is the Wateree, and on August 13, 1868, she was lying quietly at anchor in the bay opposite the town in question, when a huge tidal wave, due to some stupendous submarine seismic upheaval far out in the Pacific Ocean, lifted her in its embrace, and swept her clean across the town and its environs, finally depositing her high and dry and practically uninjured, on the spot where she now is.

Carrying a Cruiser Inland.

Of course, this terrific wave wiped, at the same time, Arica off the face of the earth, and a similar fate also befell Arequipa, Iquique, Tacna, Chencha and many other coast towns in Peru and Ecuador; but in no single instance was any other among the hundreds of ships caught preserved in so remarkable a manner.

Nevertheless, the occurrence is not quite unique of its kind. At Santa Cruz, in 1857, a tremendous tidal wave lifted the American cruiser Monongahela upon its crest, carried her clean over the site of the town of Frederichstadt and back again, and this without injuring the ship to any great extent. The receding wave, however, did not quite complete its work satisfactorily. It landed the corvette on the beach instead of in the bay, and it cost the United States Government 500,000 to refloat her.

A ship sailing over what is ordinarily dry land is certainly a remarkable spectacle, but not more so than that afforded by a railway train running upon water. This latter could have been seen any day during the winter months at Lake Baikal, in Siberia, while the Transiberian Railway was in progress of construction thereabouts. The immense inland fresh-water sea is frozen over from November to May, and as soon as the ice was strong enough a regular track used to be laid down, and the trains ran backwards and forwards across the forty miles which separate the eastern and western shores.

Railway Running on Ice.

The effect when gazing downwards out of the carriage windows, was said to have been most uncanny. So clear was the ice-sheet covering the well-nigh fathomless depths below, and so pure the water, that thousands on thousands of salmon and other large fish could be plainly seen swimming about, and the startled traveler was almost able to persuade himself that he was being borne by some goblin train over a phantom ocean. Since, however, a regular service has been established, passengers are spared this experience. Instead of laying a temporary track upon the frozen surface, huge ice-breaking ferries have been built, each one of which is capable of transporting a complete train across the lake.

Among most savage and semisavage races, and notably among the Esquimaux of Greenland and the Todas of the Nellgherry Hills, in India, the father, and not the mother, goes to bed when a baby is born. The husband not only keeps his bed, but he is supplied with posset and candles, and receives the condolences and tender inquiries of friends and relations, while all the time the mother of the baby goes about her household duties in the ordinary way.

While libraries of books have been written by learned and scientific people to try and explain the why and wherefore of this curious simulation of maternity, but its origin is still shrouded in mystery. All we know for certain is that traces of it are to be found amongst practically all aboriginal peoples, and that it is practiced in its entirety among tribes removed as far from one another as the poles are asunder.

Fish That Fall Upwards.

Miles down in the abysmal depths of ocean, amid icy cold and eternal darkness, dwell the deep-sea fishes, those strange forms of life whose very existence even was pracically unsuspected prior to the Challenger's famous voyage. These fishes are exposed to a risk which no other living organism known anything of: that, to wit, of falling upwards.

Usually the accident overtakes the creature owing to its voracity; for all those deep-sea fish are carnivorous, the stronger preying ever on the weaker, even when these latter are their own offspring. In its struggles to escape, the fish seized, being often nearly as large and strong as the attacking fish, carries the latter out of its depth to a higher stratum.

The muscles of neither are strong enough to drive them down again to their proper home at the bottom, for both are more or less exhausted by their exertions; and the result is that both the attacker and the attacked are, owing to the distention of the gases within their bodies, borne swiftly and more swiftly upwards to the surface, which they reach in a dead or dying condition. Specimens in this state, ruptured and distorted with agony, are not infrequently picked up; and as, of course, it is but comparatively few that can by accident fall into the hands of scientists, occurrences of the kind indicated must happen very often.

Some very terrible accidents may be expected to befall aerial navigators should airships ever become sufficiently perfected to make this species of travel at all common, owing to the fact, well known to all aeronauts, that there exists in the earth's atmosphere, at certain places and under certain conditions, veritable holes or pits of vast depth. An airship sailing unwittingly into one of these aerial craters would sink with far more certainty and far greater swiftness than would a leaden ship of the same size and shape in an ocean of water.

Holes in the Air.

Accidents of this nature have actually happened to aeronauts in the past, but, of course, the ordinary balloon is not nearly so much affected by the sudden descent as an airship would be. Nevertheless, an experience of the kind is sufficiently disconcerting, even to the stoutest hearts and strongest nerves.

M. Tissandier, ballooning with two friends above the town of Vincennes a few years back, happened on one of these invisible air-holes, which proved to be over a mile in depth, the balloon falling that distance with such incredible rapidity that the earth appeared to be rushing up to meet them with the speed of an express train, and the bags of ballast thrown out by the alarmed travelers fell not downwards as might have been expected, but upwards. Luckily a denser stratum of air, answering to the bottom of the pit in question, was encountered when they were a few hundred feet from the ground, and the downward rush of the balloon was checked as if by contact with a pneumatic cushion.

Engineer Was Aghast.

Only the other day a Burmese contractor, never having seen a European-built locomotive or railway carriage, constructed some, the wheels of which were fitted with outside flanges. The British resident engineer was aghast, but, nevertheless, like a wise man, he decided to try them; and to his unbounded surprise he found that the new style of wheel would round, without derailment or locking, curves of a sharpness that would infallibly have caused wheels with inside flanges to jam or jump the track.

Again, the Boers, during the earlier stages of the present war, when they mostly fought on the defensive, scattered the earth, which they dug out of the trenches they constructed, behind them. This is, of course, exactly the reverse of the custom prevailing. Also, in theory, it is indefensible. But in practice it proved a striking advance on the ancient system. For one thing their intrenchments were quite invisible, even at a little distance, to the attacking force; there being, of course, no long ramparts of freshly excavated mold to betray their whereabouts.